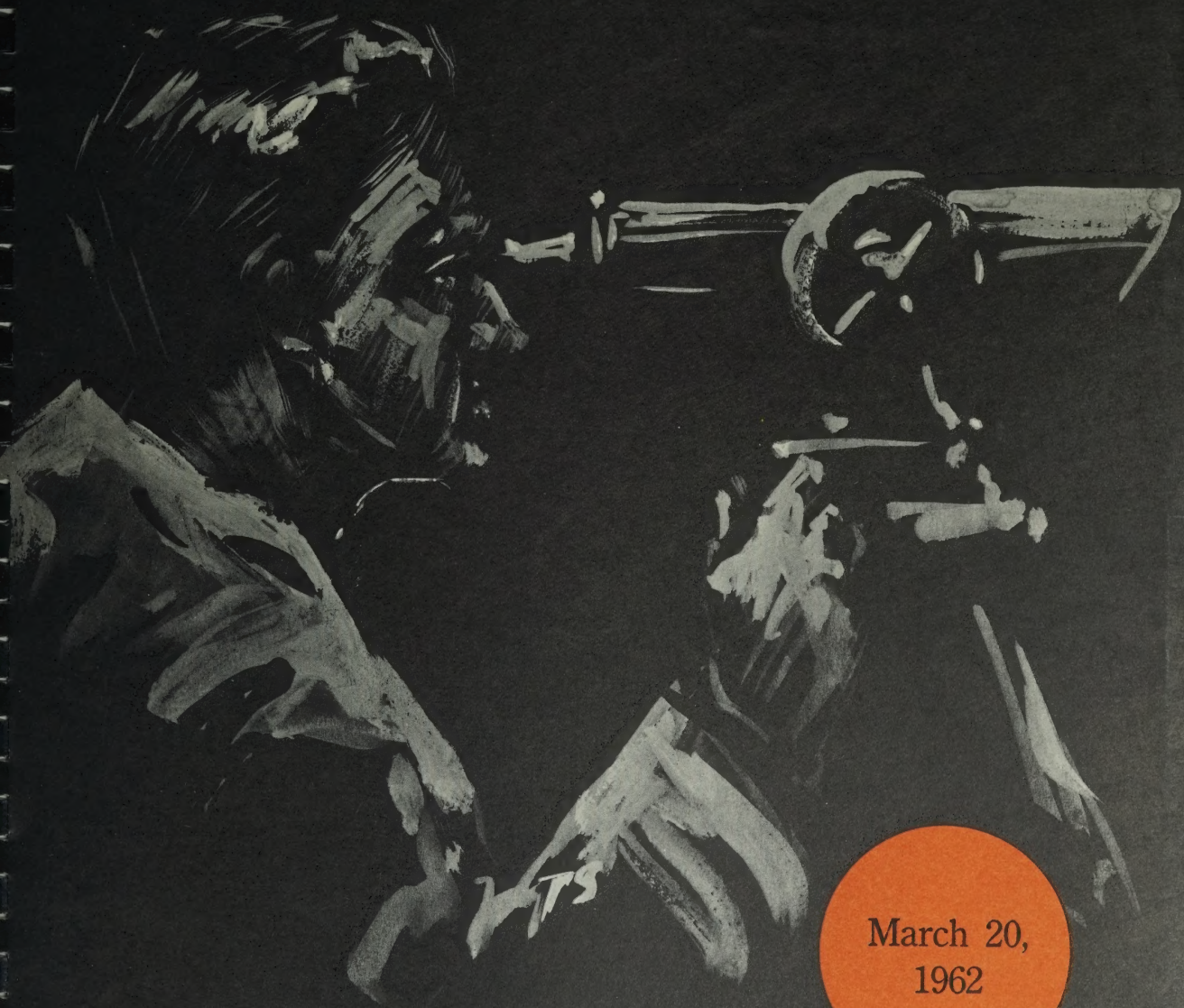


monthly report



March 20,
1962

NEW JERSEY STATE HIGHWAY DEPARTMENT

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Shore Disaster (Up to March 20, 1962)

A storm moving up from the south hit New Jersey late on the night of Monday, March 5, and continued through most of the following day causing unprecedented damage along the Atlantic coastline. Snow removal was the least of the problems, with accumulations ranging only from one-half inch or less in the northeastern metropolitan area to six inches in some central and southern areas. Strong winds and exceptionally high tides along the coast, which persisted for two days, were responsible for the major portion of the disaster.

The Highway Department prepared special reports for the Governor on highway conditions throughout the State and also released such information at regular intervals to news media. The reports for March 6th, 7th and 8th, which are attached, provide a complete summary of the situation on the State Highway System as it developed.

The Highway Commissioner and other Cabinet Members attended an emergency conference with the Governor on March 7, and as a result, the full strength of the Department's maintenance forces, including contractors, was engaged in the task of alleviating the storm damage not only to State Highways but also County roads and Municipal streets. Numerous contacts were made with local

THE HISTORY OF THE STATE OF NEW YORK

A SHORT HISTORY OF THE STATE OF NEW YORK, FROM THE FIRST SETTLEMENT TO THE PRESENT TIME. BY JAMES M. SMITH, ESQ. OF ALBANY. VOL. I. THE EARLY PERIOD. FROM 1614 TO 1784. ALBANY: PUBLISHED BY J. B. ALLEN, 1844.

THE HISTORY OF THE STATE OF NEW YORK, FROM THE FIRST SETTLEMENT TO THE PRESENT TIME. BY JAMES M. SMITH, ESQ. OF ALBANY. VOL. II. THE LATER PERIOD. FROM 1784 TO 1844. ALBANY: PUBLISHED BY J. B. ALLEN, 1844.

THE HISTORY OF THE STATE OF NEW YORK, FROM THE FIRST SETTLEMENT TO THE PRESENT TIME. BY JAMES M. SMITH, ESQ. OF ALBANY. VOL. III. THE PRESENT PERIOD. FROM 1844 TO THE PRESENT TIME. ALBANY: PUBLISHED BY J. B. ALLEN, 1844.

Shore Disaster (Up to March 20, 1962), cont'd.

officials and, by Friday morning, 468 men and 158 pieces of equipment were at work along the shore. A Disaster Headquarters was established in the State Highway Building and manned on a round-the-clock basis. Radio contact with all operations permitted men and equipment to be deployed to the best advantage at all times. These immediately available forces were greatly augmented in succeeding days by the moving of men and equipment from other parts of the State.

As early as March 8, the Commissioner telegraphed Legislators of the shore Counties and County Engineers offering the Department's assistance. Members of the Department's staff engaged in aerial reconnaissance of the shore and also toured it in company with officials of the Federal Office of Emergency Planning. An organization chart and map of the Department's storm cleanup program were prepared and put into effect.

The local office of the U.S. Bureau of Public Roads was promptly informed that the State intended to invoke the provisions of Title 23, U.S. Code, and a proclamation to implement this intent was issued by the Governor.

During the latter part of the week, in addition to other duties, the Commissioner personally received telephoned requests for assistance from many municipalities along the shore, including

THE PROGRESS OF THE UNITED STATES

The progress of the United States has been rapid and steady. The country has grown in population, in territory, in wealth, and in power. The people have become more educated and more virtuous. The government has become more efficient and more just. The country has become more united and more powerful. The progress of the United States is a source of pride and glory to all who love their country.

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Shore Disaster (Up to March 20, 1962), cont'd.

Atlantic City, Brigantine, Longport, and Margate City. All of these received prompt response.

At the direction of the Governor, the Commissioner furnished County-by-County estimates of the damage to the State Highway System, County roads and bridges, and municipal streets, indicating which costs might be eligible for Federal Aid through the Bureau of Public Roads to the Acting Director of Civil Defense, March 10th.

An estimate of the time required to clean up roads and bridges along the shore was completed March 13, indicating that the task would be finished and in good shape for the resort season.

All of this information was re-evaluated and refined in time for the Governor's Atlantic City conference March 15. At the same time, the Department prepared a complete set of aerial photographs depicting the entire coastline from Sandy Hook to Cape May Point on the day of the storm (March 6) as well as 280 enlargements of on-the-spot photographs of storm damage. This photographic exhibit, requiring more than 100 linear yards of display space, was made available at the Atlantic City conference. Plans were also made to place the display in the State House March 19 so that all members of the Legislature might view the effects of the storm.

Shore Disaster (Up to March 20, 1962) cont'd.

The Commissioner, as a member of the Governor's State Disaster Committee, has made full arrangements for Highway Department participation in all phases of the rehabilitation effort at the shore and the Department's efforts are being coordinated with those of the Division of Civil Defense and Disaster Control.

In summary, as of March 20, the Department's program to remove debris and clear streets was well advanced with work in some areas completed. This work has been on top of repairs to the state highway system which fortunately did not suffer extensive damage from the storm on March 6.

At Oceanview, Cape May County, Division of Maintenance and Operations set up an emergency field headquarters to provide a communications center and equipment repair depot near the greatest concentration of work. The Department dispatched a mobile field dispensary to give preventative inoculations to its employees engaged in shore cleanup.

Our men will continue to give all justified aid so long as necessary while local communities are trying to work their roads back to usable shape but need supplementary assistance because of the magnitude of their work.

Following is a tabulation of communities aided, equipment and Department men supplied, and completion date of Highway Department cleanup.

HIGHWAY DEPARTMENT SHORE AID
March 6, 1962 Storm

5.

Counties and Municipalities Aided

	<u>Equipment Furnished</u>		<u>Highway Department Men Assigned</u>	<u>Completion Date</u>
	<u>Hired Contractors</u>	<u>Highway Department</u>		
<u>CAPE MAY COUNTY</u>				
Ocean City	46	2	5	March 30
Strathmere	13	8	17	March 30
Sea Isle City	30	18	29	April 13
Avalon	31	5	7	March 23
Stone Harbor	2	4	4	March 28
North Wildwood	8	6	8	March 23
West Wildwood	4	4	10	March 30
Wildwood	3			March 14
Cape May	9	4	5	March 23
Cape May Point	9	4	8	March 23
<u>ATLANTIC COUNTY</u>				
Brigantine	14	20	38	} March 24
Brigantine (County)	2	5	15	
Atlantic City	13	1	2	March 24
Ventnor	3			March 14
Margate City	21	1	3	March 24
Longport	31	2	3	March 24
<u>OCEAN COUNTY</u>				
Mantoloking	1	3	3	March 14
Lavallette		3	3	March 13
Ortley Beach	1			March 19
Seaside Heights		3	3	March 14
Seaside Park		2	2	March 14
Island Beach State Park	4	6	8	March 24
Long Beach Island	8	13	23	March 31
(All Communities)				
<u>MONMOUTH COUNTY</u>				
Union Beach	3	3	4	March 23
Keansburg	2		1	March 14
East Keansburg	2		1	March 16
Port Monmouth	3	3	5	March 20
Highlands	2	1	3	March 16
Sea Bright	3		1	March 14
Loch Arbour	6	1	3	March 19
Bradley Beach	3			March 14
Avon By The Sea		3	3	March 14
Belmar	5	1	1	March 14
Spring Lake	3	2	2	March 13
Sea Girt	2	1	2	March 13
Manasquan	1	1	2	March 13
Sandy Hook State Park	2	3	4	March 18

Also see appendix

3-20-62

Inoculation of Workers

Starting on March 17 all State Highway Department personnel working in the seashore disaster area were given tetanus and typhoid inoculations under the direction of the Department's Safety Section. The inoculation team consisted of the Safety Supervisor, Medical Director and two registered nurses. In all a series of three inoculations were given to each of the 150 men engaged in restoration operations.

The typhoid and tetanus toxoid vaccines as well as sterilized disposable syringes and needles were furnished by the State Health Department. Other medication, as required, as well as additional medical supplies were furnished by the State Highway Department.

Transit Report

First copies of the State Highway Department's transit report, "Will We Emerge" were distributed on Saturday, March 17. In addition to number one being delivered to Governor Hughes, initial copies were sent to several newspapers. The initial distribution was followed with a more general coverage on Monday, March 19, which included cabinet members, the Legislature and libraries in the State, industry and business. In all, 2,500 copies will be distributed to selected individuals.

Transit Report, cont'd.

The report, which represents three years' study of New Jersey's railroad commuter crisis by the State Highway Department's Division of Railroad Transportation, makes concrete proposals for solving the problem in both metropolitan areas of the State through the participation of the State, the railroads, the Port of New York Authority and the Delaware River Port Authority. In fixing this responsibility the report says,

"The major responsibility for providing facilities for the interstate transportation of people and goods has traditionally been in the hands of two Port Authorities. In the northern part of the State the Port of New York Authority has been continually enlarging the interstate vehicular facilities and when projects now under construction are completed, reasonably adequate facilities for trans-Hudson movement of private cars and motor buses should be available. With enactment by the States of New York and New Jersey of legislation authorizing the Port of New York Authority to acquire and rehabilitate the H & M and to integrate it properly with the suburban railroads, the activities of this Authority will also include rail transit. Its responsibilities in respect to this travel made are expected to be met and properly discharged upon gaining the statutory authorization.

Transit Report, cont'd.

In the Camden-Philadelphia area the Delaware River Port Authority provides the facilities for trans-Delaware crossings of the public. This Authority has taken the initiative to broaden its activities in the rail-transit field. The Delaware River Port Authority has owned and been responsible for the operation of a transit line between Camden and Philadelphia since 1935. A subsequent section herein reports in detail on the development of the first of three projects extending the rail transit line over three routes to serve the suburban communities east of Camden. Thus the interstate authorities are taking steps to discharge their responsibilities in both the rail and highway fields."

Construction

Construction is going forward on road and bridge projects throughout the State at a continuing record rate. A total of 57 projects valued at \$118,000,000 are currently underway - a net gain of three projects and \$5,000,000 over the previous month. These jobs are being inspected for conformity to plans and specifications by a force of 236 qualified men.

Visit of Congolese Officials

On February 20th five Congolese officials visited the State Highway Department accompanied by members of the New Jersey League of

Visit of Congolese Officials, cont'd.

Women Voters, a representative of the United States Department of Agriculture, and several interpreters. Although the time allotted to this Department was less than three hours, careful planning enabled us to cover a lot of territory and show these distinguished visitors many of the operations in which they were interested.

The tour of our building included a briefing in the Commissioner's conference room during which the organization and functions of the Department were described. Following this the Dispensary and office of the State Highway Engineer were visited, after which the functions of the Bridge Division, and Bureau of Planning and Traffic were inspected. One of the stops that seemed to interest our visitors most was the tour of the model shop where scale models of large construction projects were shown. Following this abbreviated tour of the Department a luncheon was served in the cafeteria prior to leaving us for a meeting with the Governor.

To assist in their understanding of models and exhibits, full explanations were translated into French, the language in which the Congolese visitors were educated. A French and English menu (copy in this report) also contributed a note of hospitality to the luncheon.

Visit of Congolese Officials, cont'd.

The Congolese delegation included: Messrs. Amice, Balantura Mpati, Versluys and Apeto. Other guests were Mrs. DeVrier (State President, League of Women Voters) and Mrs. Merrill, local president; interpreters Miss Nuelsen, Mrs. Lynton, Mrs. Dietz, and Mr. John Pritchard, Project Leader, United States Department of Agriculture.

Public Hearings

On March 8th a public hearing was held on the Department's proposal to dualize about 9.5 miles of Route U.S. 9 from Route 18 in Middlesex County to Toll Gate Corners near Freehold. The hearing was well attended and the Department's plans received general approval. Assemblymen Barkalow and Keith attended and used the occasion to stump for the improvement of Route 33 westward to Hightstown.

Under our plans a new two-lane northbound roadway will be constructed on U.S. 9 and the existing two-lane southbound roadway will be resurfaced. Jughandles will be constructed at principal intersections. A news release on this hearing is made part of this report.

Eight-Year Highway Report

Distribution of the Department's 8-year report continues. On March 9, copies were sent to 104 permanent missions to the United Nations with the suggestion that the road building agencies of their governments might find the report of interest. There follows a listing of those missions to which the report was sent:

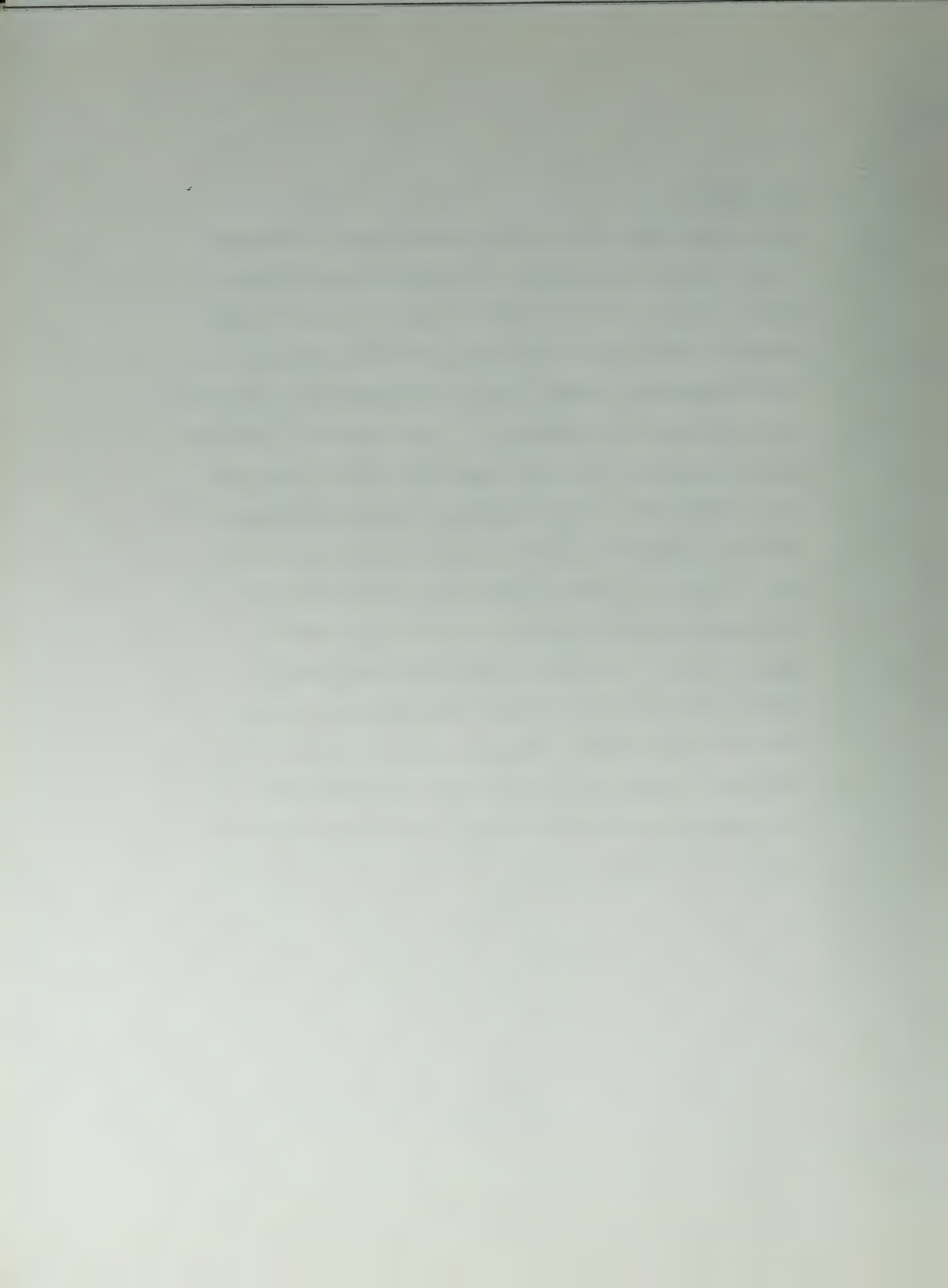
MEMBERS MAINTAINING PERMANENT MISSIONS TO THE UNITED NATIONS

(Highway Booklet)

Afghanistan	Iran	Turkey
Albania	Iraq	Ukrainian Soviet
Argentina	Ireland	Socialist Republic
Australia	Israel	Union of Soviet Socialist
Austria	Italy	Republics
Belgium	Ivory Coast	United Arab Republic
Bolivia	Japan	United Kingdom of Great
Brazil	Jordan	Britain and Northern Ireland
Bulgaria	Laos	United States of America
Burma	Lebanon	Upper Volta
Byelorussian Soviet	Liberia	Uruguay
Socialist Republic	Libya	Venezuela
Cambodia	Luxemborg	Yemen
Cameroon	Madagascar	Yugoslavia
Canada	Mali	
Central African Republic	Mauritania	
Ceylon	Mexico	
Chad	Mongolia	
Chile	Morocco	
China	Nepal	
Colombia	Netherlands	
Congo (Brazzaville)	New Zealand	
Congo (Leopoldville)	Nicaragua	
Costa Rica	Niger	
Cuba	Nigeria	
Cyprus	Norway	
Czechoslovakia	Pakistan	
Dahomey	Panama	
Denmark	Paraguay	
Dominican Republic	Peru	
Ecuador	Philippines	
El Salvador	Poland	
Ethiopia	Portugal	
Federation of Malaya	Romania	
Finland	Saudi Arabia	
France	Senegal	
Gabon	Sierra Leone	
Ghana	Somalia	
Greece	South Africa	
Guatemala	Spain	
Guinea	Sudan	
Haiti	Sweden	
Honduras	Syrian Arab Republic	
Hungary	Tanganyika	
Iceland	Thailand	
India	Togo	
Indonesia	Tunisia	

Recruitment

Campus recruitment efforts to fill vacant Assistant Engineer, Highway positions were stepped up during February and early March. Visits were made to the Placement Offices at Rutgers, Bucknell, University of Pennsylvania, Manhattan, Villanova, Newark Engineering, Stevens Institute of Technology, Pennsylvania Military College and Lafayette. On these occasions, fifty-four men were interviewed but firm commitments thus far have been almost negligible. Although results at Stevens, Newark and Lafayette give early indication of definite interest on the part of a few men, the chief difficulty in attracting more applicants for these positions is our starting salary of \$436 per month. A recent survey of offers being made on campus, (prepared by the College Placement Council for the 1961-62 recruiting year) indicates a range in salaries from a maximum of \$590 monthly to our offer of \$436 per month. In the construction field, the average offer is \$508 per month or \$72 above our starting salary.



Conferences

During the past month, in addition to routine meetings, conferences covering a wide variety of subjects were held. Principal among them were:

Senator Ozzard and a delegation on bridges and highways in Franklin Township.

Governor Hughes, president and general counsel of the Central Railroad of New Jersey re railroad finances.

Mayor Bercik of Elizabeth and Port Authority officials on sound travel at Newark Airport.

Mr. Rich Allen, Shamoon Industries concerning the possible use of their material. This meeting took place following Mr. Allen's visit to the Governor's office.

Meeting of Tri-State Transportation Committee in New York City.

Representatives of the firm of Peat, Marwick and Mitchell to review accounting procedures in connection with prior recommendations made to this Department.

New Jersey Citizens Highway Committee officials on proposals to expand the State Highway System.

Senator Lynch, Assemblyman Crabel and associates concerning Route 18 in Middlesex County and a Bill authorizing the State Highway Department to take over the Route.

Consultants and municipal officials concerning the alignment of Route 21 as well as the possible date of completion.

Governor Hughes concerning the shore area disaster.

Governor's office with cabinet members concerning plans for emergency relief to the shore area.

Governor's office on engineering supervision of public markets in Hudson County.

Conferences, cont'd.

Governor's disaster area conference at the Claridge Hotel.

Parkway officials and engineers to correct some of the prior determinations in preparation for a meeting with Governor Hughes by the end of the month.

Hoboken and railroad officials re present and future Erie-Lackwanna plans. (Most successful meeting)

BIDS RECEIVED

Feb. 21 -	Franklin Boulevard Reconstruction Belmar Street to Hamilton Street Franklin Township, Somerset County. <u>Jannarone Engineering Co., Newton</u>	\$157,147.30
Mar. 1 -	Route U. S. 46 Vicinity of Clinton Road and Plymouth Street Channelization Caldwell Township, Essex County. <u>Union Bldg. & Construction Corp., Passaic</u>	165,117.75
Mar. 1 -	Route U. S. 1 Grading - Paving - Bridge Edison Township and New Brunswick Middlesex County. <u>Hess Brothers, Inc., Parlin</u>	1,130,038.40
Mar. 8 -	Painting White Traffic Lines Contract # 1 <u>James W. McCormick, Mansfield, Ohio</u>	39,952.07
Mar. 15 -	Route 208 Grading - Paving - Bridge Fair Lawn, Bergen County. <u>Samuel Braen's Sons, Hawthorne</u>	864,435.18
Mar. 15 -	Route 206 Pavement Reconstruction & Drainage Newton, Sussex County. <u>Sappah Construction Co., Montvale</u>	<u>48,308.75</u>
	<u>Total Bids Received</u>	\$2,404,999.45

CONTRACTS AWARDED

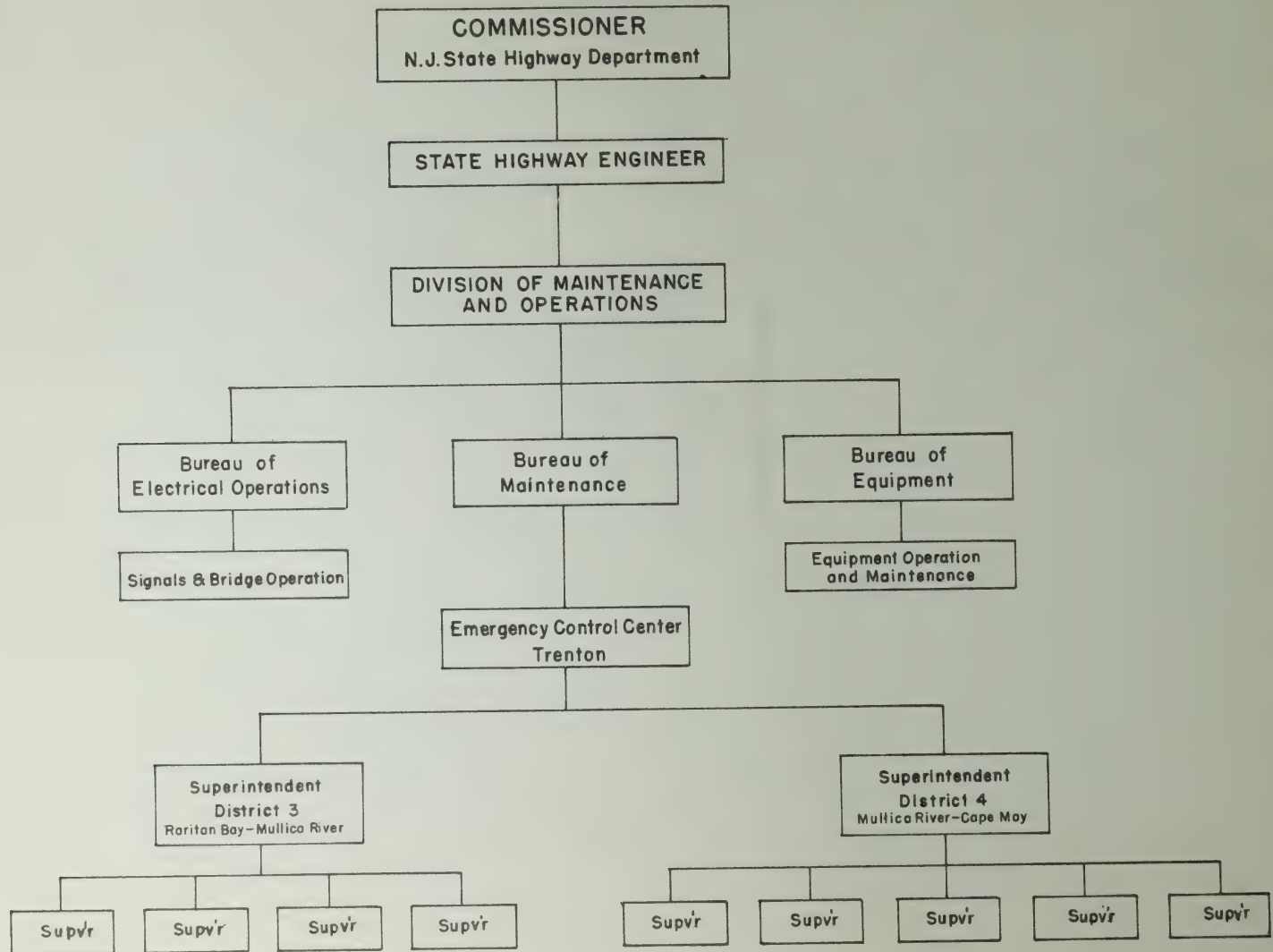
Feb. 21 -	Route U. S. 130 Pedestrian Bridges Garfield Avenue and Federal Street Pennsauken Township, Camden County. <u>W.L.M. Company, Haddonfield</u>	\$60,492.60
Mar. 8 -	Franklin Boulevard Reconstruction Belmar Street to Hamilton Street Franklin Township, Somerset County. <u>Jannarone Engineering Co., Newton</u>	<u>157,147.30</u>
	<u>Total Contracts Awarded</u>	\$217,639.90

BIDS TO BE RECEIVED

- Mar. 27 - Interstate Route 80
Grading - Drainage - Bridge - Walls and
Incidental Paving.
Ridgefield Park & Teaneck Townships and
Bogota, Bergen County.
- Mar. 27 - Bridgeton-Port Norris Road Reconstruction
East Avenue to Franklin Street
Cedarville, Lawrence Twp., Cumberland County.
- Mar. 29 - Painting White Traffic Lines
Contract #2
- Mar. 29 - Painting White Traffic Lines
Contract #3
- Mar. 29 - Snow Fence Planting
Route 42, Route 80S and Route 295
- Mar. 29 - Painting of Steel Beam Guard Rail
Routes U.S. 1, N.J. 3, 4, 20, 21, 208,
U.S. 46.
Bergen, Essex, Hudson & Passaic Counties.
- Mar. 29 - Bridge Painting
Five Contracts

DISASTER ORGANIZATION CHART

NEW JERSEY STATE HIGHWAY DEPARTMENT



REPORTS TO GOVERNOR
ON
STATE HIGHWAY CONDITIONS
RESULTING FROM STORM OF
MARCH 6 - 7



Special Report to Governor Richard J. Hughes

New Jersey State Highway Conditions

Tuesday, March 6, 1962

9 a.m.

North Jersey Metropolitan Area

Route 21 at the Second River in the Newark-Belleville area; Route 5 at Edgewater; and Route 17 in East Rutherford are flooded.

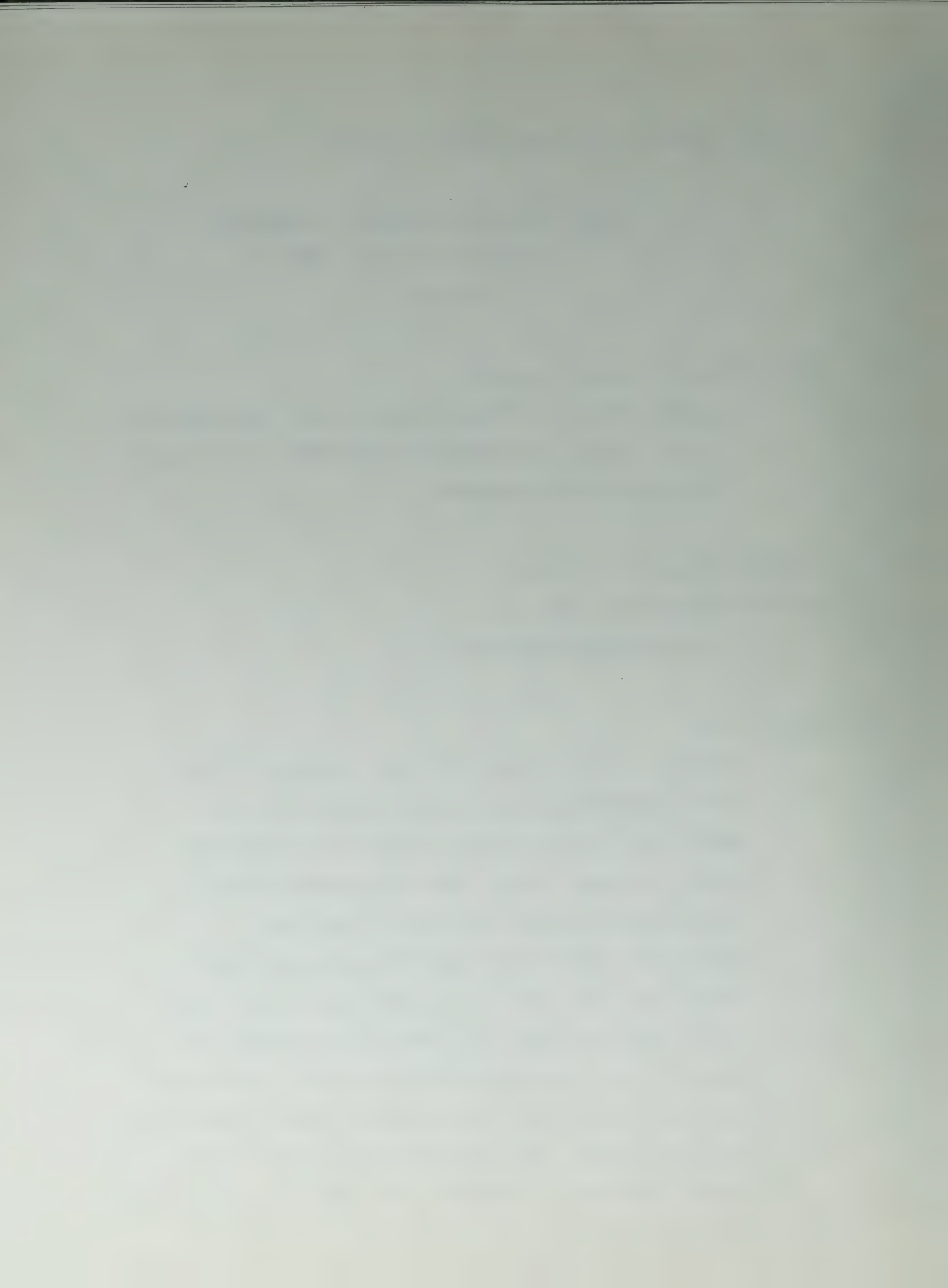
Trenton Metropolitan Area

Camden Metropolitan Area

All highways passable.

Shore Areas

Atlantic City and Ocean City are isolated by high water inundating approach roads. Route 35 near Lavalette, Ocean County; and Morgan, in Monmouth County, is under water. The Lovelandtown Bridge connecting Bay Head with Route 88 has been barricaded because one supporting pier has been washed out. Bay Head is not isolated, having access to the north on Route 35. Route 36 is flooded at several creek crossings between Keyport and Atlantic Highlands and Route 72 is inundated between Manahawkin and Ship Bottom. Further south, Route 47 is under water on the approach to Wildwood; and Route 130 between Salem and Pennsville.



Special Report to Governor Richard J. Hughes

New Jersey State Highway Conditions

Wednesday, March 7, 1962

9 a.m.

North Jersey Metropolitan Area

Trenton Metropolitan Area

Camden Metropolitan Area

Roads clear, with some slushy ice in spots -- traffic moving freely.

Shore Areas

High tides commencing about 7 a.m. have again covered many highways with water, forcing detours and causing some isolation. The extent of the difficulty will depend upon the duration of the high water and the amount of debris which will have to be removed. Full scale removal operations probably possible shortly after 12 noon. These highways are blocked:

Route 9 and Bordentown Avenue At Sayreville, where a broken water main has added to the flooding, forcing a detour.

Routes 30 and 40 on the approaches to Atlantic City, both closed by highway ater.

Route 52 at Ocean City, closed by high water.

(Closing these three routes isolates Atlantic City.)

Route 72, Manahawkin to Ship Bottom, closed by high water.

Inland Areas

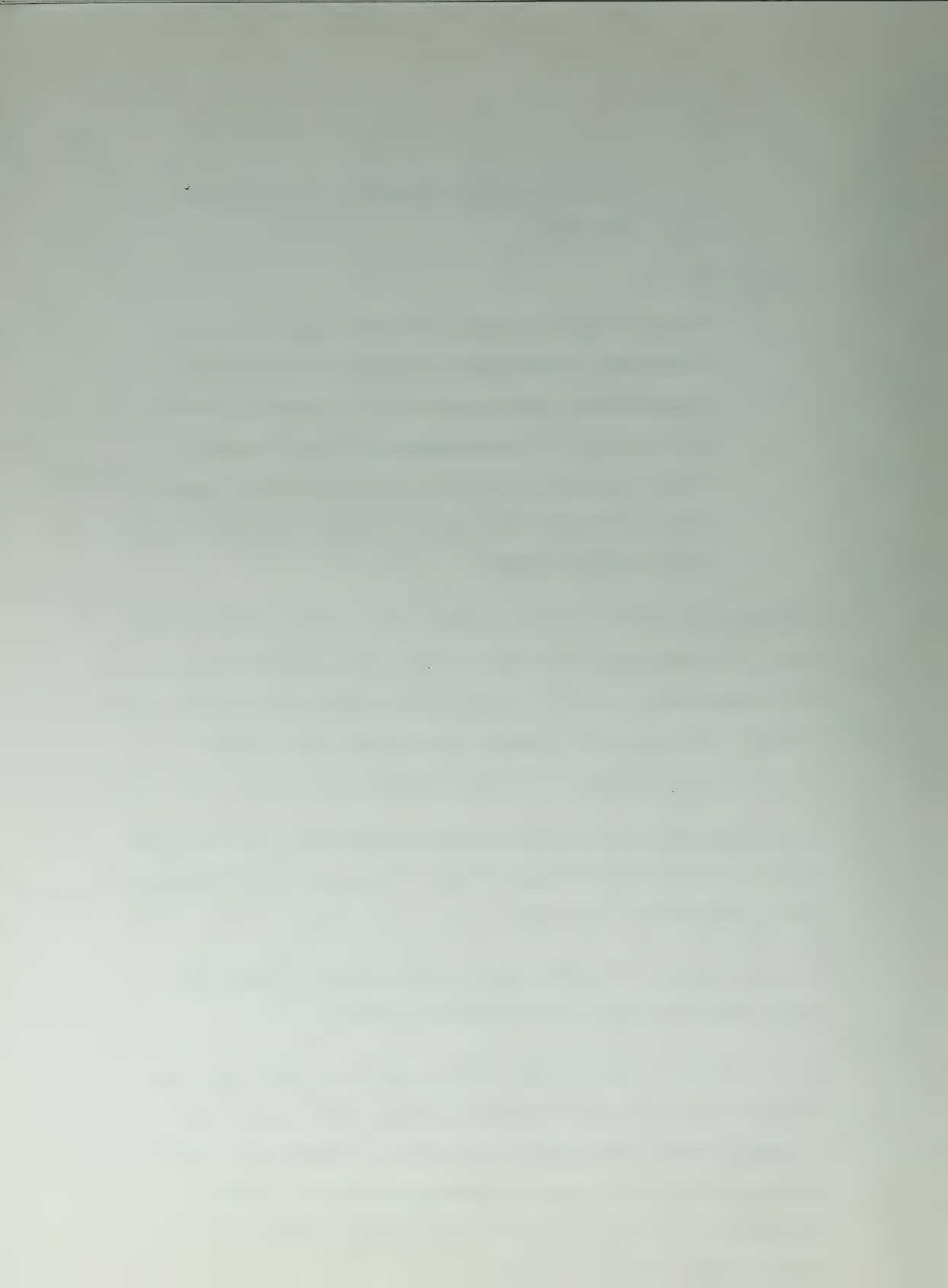
Drifting during the night caused thick pads of snow and ice to form on some highways in the inland Middlesex-Monmouth-Mercer County area with one exception, traffic in both directions was maintained but motorists were forced to proceed slowly and with great caution. Route 79 north of Freehold was blocked by disabled cars which hampered snow plowing operations.

The Highway Department's private weather service forecasts some cloudiness today, with temperatures in the mid to upper 30's. Maintenance operations will concentrate on removal of ocean debris in the shore areas and widening out of already plowed highways in areas where the accumulation of snow makes it necessary. The average accumulation was some 4 to 5 inches.

The Department's entire maintenance force of some 2,000 men and 1,750 pieces of equipment was employed during the storm, as well as the work forces of 79 private contractors.

Numerous instances of traffic signal failure caused by broken power lines reported Tuesday were corrected by midnight.

The Lovelandtown bridge on Route 13 at Bay Head was jammed shut and rendered impassable during the storm, forcing a short detour for vehicular traffic and blocking marine traffic. Highway Department bridge and maintenance experts, accompanied by a diver, are now inspecting the bridge in hopes of opening it with the assistance of heavy equipment mounted on a barge.



Special Report to Governor Richard J. Hughes

New Jersey State Highway Conditions

Thursday, March 8

9 a.m.

North Jersey Metropolitan Area

Trenton Metropolitan Area

Camden Metropolitan Area

All Roads Clear of Snow

Shore Areas

Route 35 in Morgan started to flood 8:30 a.m.

Following Highways Closed:

Route 35: Mathis Bridge approach flooded.

Route 37: State Police blockade at Fischer Boulevard.

Following Highways Open:

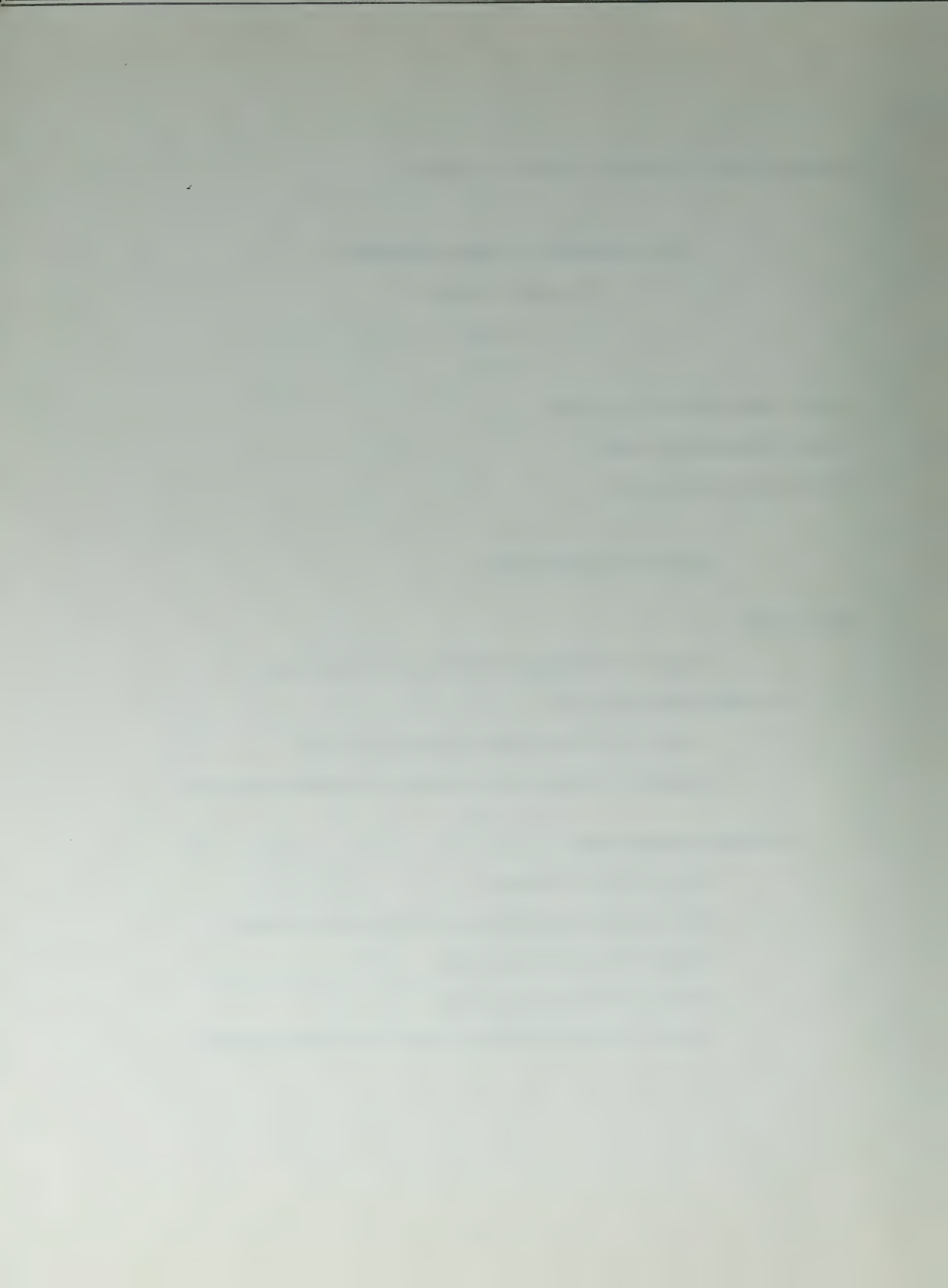
Route 47 into Wildwood.

Route 52 into Ocean City open to limited traffic.

Route 40 into Atlantic City .

Route 30 into Atlantic City.

Route 72 into Ship Bottom under State Police control.



Inland Area

Route 79 Matawan to Freehold clear.

Route 49 near Salem clear.

Weather Report

Fair and mild Thursday.

Possible snow Friday evening.

STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

March 6th
1932

Mr. H. R. Beachenbassel,
Division Engineer,
Bureau of Public Roads,
1305 Parkside Avenue,
Trenton, New Jersey

Dear Mr. Beachenbassel:

New Jersey areas along the shore have been so badly hit, so much property has been destroyed and so much damage incurred on highways, roads and streets, etc. and this Department having been delegated by the Chief Executive, Honorable Richard I. Hughes, to undertake repairs, clearances and other work essential towards relieving the great distress in the shore areas, prompts us to request of you every bit of assistance in the form of finances and other contributions that you may be able to make under the law to insure that we have your support and replenishment of such expenditures as we are forced to make in this emergency within the scope of your authority to reimburse us.

Our request for emergency funds is authorized under Section 125 of Title 23 U. S. Code, as amended by Section 107 of the Federal Aid Highway Act of 1939.

Please acknowledge on the attached copy and return promptly, insuring that both of us have a record of the time and contents of this request.

H. R. Beachenbassel
Comptroller

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	<input type="checkbox"/>
DAY LETTER	<input type="checkbox"/>
NIGHT LETTER	<input type="checkbox"/>

WESTERN UNION

TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	<input type="checkbox"/>
LETTER TELEGRAM	<input type="checkbox"/>
SHORE SHIP	<input type="checkbox"/>

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
				1.00 pm

Send the following message, subject to the terms on back hereof, which are hereby agreed to

March 8, 1962

Honorable Charles W. Sandman, Jr.,
 Senator, Cape May County,
 421 Washington St.,
 Cape May, New Jersey

This same message being sent to the following:

Senators, Assemblymen, County Engineers of Monmouth, Ocean, Atlantic, Cape May and Middlesex Counties:-

"Governor Hughes has designated the New Jersey Shore as a disaster area and at the Governor's direction this Department extends its full assistance in all cases where the facilities of local authorities are insufficient to remove storm debris from streets and roads and otherwise within the scope of our responsibilities get the affected areas back on their feet.

"We are making direct contact with local officials as our field forces understand the need, however, your interest and suggestions will be appreciated. Men and equipment in full force are already in the field for such assistance as we can render."

1.

Dwight R. G. Palmer
 Commissioner

ASSIGNMENT OF MEN AND
MATERIAL TO DISASTER AREA
AS OF
MARCH 9, 1962



Special Report to Governor Richard J. Hughes
Storm Damage Alleviation Effort -- March 9, 1962

Area Supervisors and maintenance specialists assigned to the disaster region along the New Jersey shore made personal contact with municipal officials yesterday, to ascertain the points of greatest damage and need for assistance.

As a result, the Highway Department's forces were actively engaged in clearing away storm debris and rendering other assistance in 26 municipalities, as listed below. Many of these men and much of the equipment has been moved from other areas of the State to participate in the effort.

The Highway Department has contacted the local office of the Federal Bureau of Public Roads and has formally requested such emergency assistance as that agency is empowered to extend under the applicable Federal laws.



March 9, 1962 - 7 a.m.

SUMMARY

Personnel

Actively Engaged

60 supervisors
335 labor
73 contractors's men
468

In reserve

80 supervisors
1,000 men

Equipment

State

75 trucks
10 heavy equipment
85

Contractors' equipment

40 trucks
33 heavy equipment
73

Total Equipment

158 pieces of Department payroll

In response to requests from municipal officials, the following forces were assigned and working in the communities listed below:

Cape May

- 1 front end loader
- 2 Department trucks

North Wildwood

- 1 front end loader
- 1 bulldozer
- 1 grader

Avalon

- 1 front end loader
- 5 trucks
- 1 grader
- 1 bulldozer

Sea Isle City

- 3 front end loaders
- 1 grader
- 4 Department trucks

Ocean City

- 2 front end loaders
- 3 trucks
- 3 trucks, Civil Defense

Longport

- 1 front end loader
- 3 trucks

Margate City

- 1 front end loader
- 3 trucks

Ventnor

- 1 front end loader
- 2 trucks

Atlantic City

- 1 front end loader
- 3 trucks

Brigantine

- 1 front end loader
- 2 trucks

Beach Haven, Ship Bottom and Surf City

- 4 front end loaders
- 1 bulldozer

Seaside Park

- 1 crane

Seaside Heights

- 1 front end loader
- 2 trucks

Ortley Beach

- 1 grader

Lavalette

- 1 front end loader
- 1 grader
- 2 trucks

Spring Lake

- 1 bulldozer
- 2 trucks

Belmar

- 1 front end loader
- 3 trucks

Bradley Beach

- 1 front end loader
- 2 trucks

Sea Bright

- 1 front end loader
- 2 trucks

Highlands

- 2 trucks

Keansburg

3 front end loaders

Union Beach

3 trucks

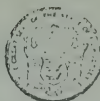
1 crane

Corechester & Leesburg

2 trucks



Shore Clean Up



State of New Jersey
STATE HIGHWAY DEPARTMENT

DWIGHT R. G. PALMER, COMMISSIONER
TRENTON 25

COPY FOR

March 13, 1962

Memorandum to Commissioner D. R. G. Palmer

Herewith general log of our shore cleanup mobilization:

3/6 and 3/7 Storm

3/7 2:20 Commissioner Palmer requested survey of shore conditions by
4:30

3/8 9:40 Commissioner Palmer notified Mr. Andrews help to be given to
shore communities

Morning Department equipment engaged in cleanup on state system and
dispatched to shore communities. Maintenance supervisors
directed to contact all shore communities and offer aid. As
fast as they called in, contractor equipment was called out.
State equipment arriving on job

Afternoon Contractor equipment arriving at shore locations

3/9 Full operation under way.

	Equipment		Equipment and Manhour Log		(Estimated)
	Contractors	State	Total	Man Hours	State
				Contractors	
3/9	73	85	158	1020	2050
10	84	80	164	1120	1920
11	98	70	168	1740	1680
12	135	50	185	1800	1200
13	159	74	233	1750	1360
			Total To Date	7430	8200

15,600

J. F. Andrews
Director and Chief Engineer
Maintenance and Operations

Emergency

P R O C L A M A T I O N

By the Governor

Executive Department
State of New Jersey

GREETINGS:

For the past several days heavy snow and rain, high tides and strong winds have caused devastating floods and storm damage along the Atlantic coastal and southeastern portions of the State of New Jersey, producing serious damage both to private and public property, as a consequence of which several counties, to wit: Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Middlesex, Monmouth, Ocean and Salem have sustained serious damage to their road systems and have sustained loss of drainage structures, roadbeds, and road surfaces on the secondary road system, and, in addition thereto, the State Highway system has sustained serious damage, all of which constitutes an emergency existing in the Atlantic coastal and southeastern portions of the State of New Jersey.

Damage within these areas has been disastrous to the public highways of New Jersey, resulting in the necessity for immediate repair or reconstruction of highways and bridges on the primary and secondary Federal-aid Highway systems, and such conditions constitute an emergency as contemplated by the terms of Section 9 of the Federal-Aid Highway Act of 1950 (64 Stat. 785), and Section 7 of the Federal-Aid

Highway Act of 1952 (66 Stat. 158), including any and all amendments and additions thereto.

NOW THEREFORE, I, Richard J. Hughes, Governor of the State of New Jersey, do hereby proclaim an emergency to exist within the Atlantic coastal and southeastern portions of the State of New Jersey and in said counties of Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Middlesex, Monmouth, Ocean and Salem, as a result of flood conditions and consequent damage to and loss of bridges and highways both on the Federal-aid primary and secondary highway systems; that the immediate repair and reconstruction of such damaged and destroyed highways and bridges is vital to the security, well-being and health of the citizens of the State of New Jersey; and that the Secretary of Commerce of the United States is hereby requested to concur in the declaration of this emergency.

DONE at the Capitol in New Jersey
under the Great Seal of the
State ^{15th} this 7th day of March,
1962

BY THE GOVERNOR Richard J. Hughes

ESTIMATES OF ROAD DAMAGE



State of New Jersey
STATE HIGHWAY DEPARTMENT
DWIGHT R. G. PALMER, COMMISSIONER
TRENTON 25

March 10,
19 62

COPY FOR

Thomas S. Eignan
Director, Division of Civil Defense and Disaster Control
New Jersey Department of Defense

Dear Sir:

Attached is a compilation of the estimated costs of clearing and reconstructing roads and bridges - State, County and Municipal - in the area of our State devastated by the storm and floods of March 6-8, 1962.

These estimates, totaling \$6,284,000, are presented pursuant to the March 7 communication by Governor Richard J. Hughes to the Office of Emergency Planning, U. S. Department of Defense, designating the coastal region of New Jersey as a "disaster area" and the regulations governing Federal Aid in such catastrophes.

Dwight R. G. Palmer
Commissioner

STATE OF NEW JERSEY

March 6, 1962 Storm Damage to Roads and Bridges

Estimated Cost to Remove Debris from
and Restore Roads and Bridges

	Federal Aid <u>Systems</u>	Non-Federal Aid <u>Systems</u>	<u>Total Costs</u>
State Highway System	\$ 140,000	\$ 160,000	\$ 300,000
County Systems	1,858,000	1,181,000	3,039,000
Municipal Systems	-	2,945,000	2,945,000
	<hr/>	<hr/>	<hr/>
State Total	\$1,998,000	\$4,286,000	\$6,284,000

<u>County</u>	<u>County System Federal Aid</u>	<u>County System Non-Federal</u>	<u>County System Total</u>	<u>Municipal</u>	<u>County Total</u>
Atlantic	\$ 200,000	\$ 150,000	\$350,000	\$ 500,000	\$850,000
Burlington	8,000	4,000	12,000	30,000	42,000
Camden	-	-	-	25,000	25,000
Cape May	1,000,000	500,000	1,500,000	900,000	2,400,000
Cumberland	200,000	115,000	315,000	400,000	715,000
Gloucester	-	-	-	30,000	30,000
Middlesex	-	-	-	30,000	30,000
Monmouth	50,000	200,000	250,000	250,000	500,000
Ocean	400,000	200,000	600,000	750,000	1,350,000
Salem	-	12,000	12,000	30,000	42,000
	<u>\$1,858,000</u>	<u>\$1,181,000</u>	<u>\$3,039,000</u>	<u>\$2,945,000</u>	<u>\$5,984,000</u>

State

1.	Federal Bureau of Roads participation	\$140,000	\$70,000	50%
2.	Non-Federal	160,000	160,000	

County

3.	Federal Bureau of Roads participation	\$1,858,000	929,000	50%
4.		1,181,000	1,181,000	

Municipalities

5.		\$2,890,000	2,890,000	
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OEP or State.....\$5,230,000

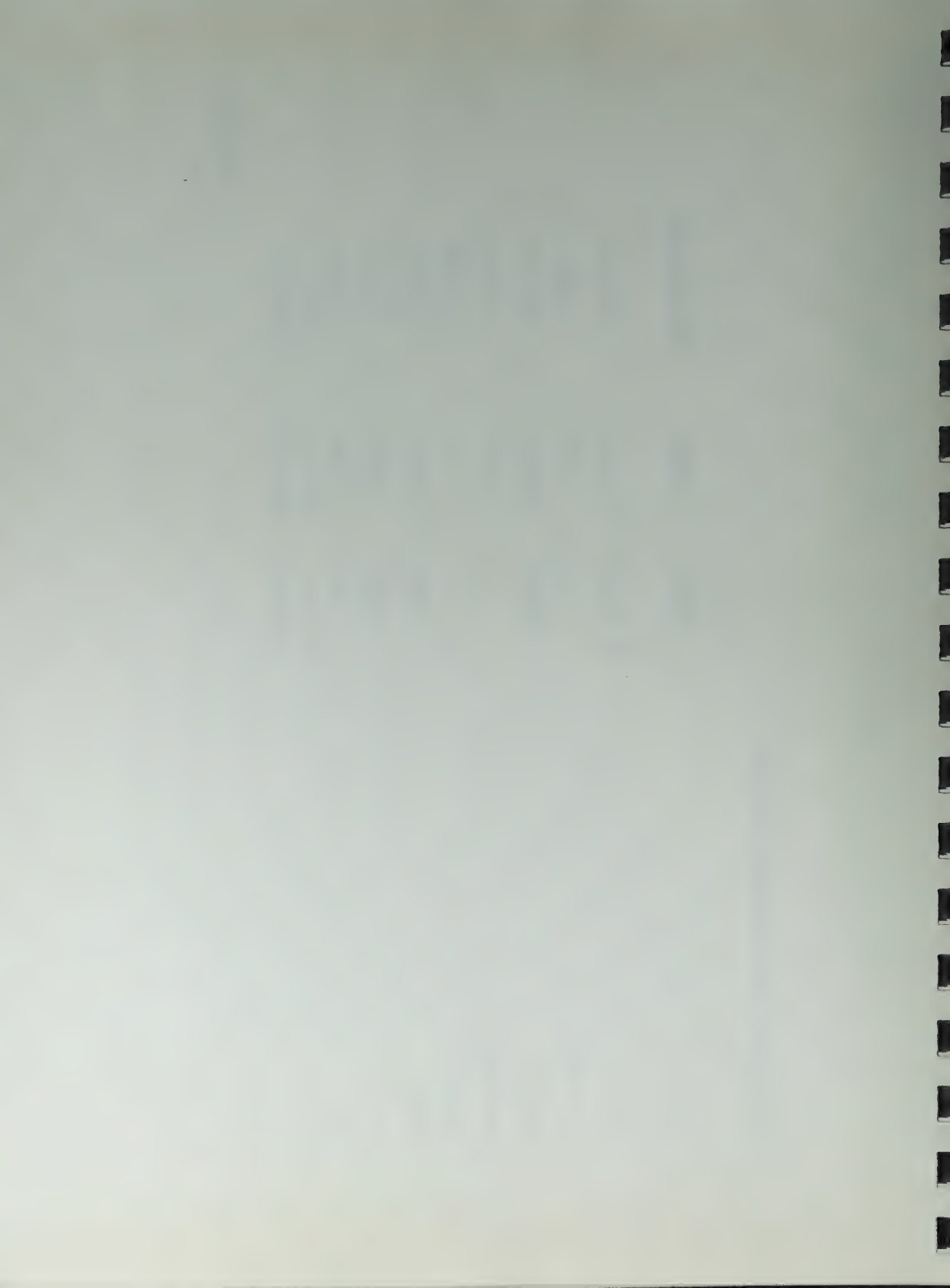
BUREAU OF PUBLIC ROADS Nos. 1 and 3 Participation

909,000
\$6,229,000

Destruction to Highways, Bridges & Streets

	<u>State</u>	<u>County</u>	<u>Municipalities</u>
Atlantic	\$ 50,000	\$ 350,000	\$ 500,000
Burlington	- -	12,000	30,000
Cape May	35,000	1,500,000	900,000
Cumberland	- -	315,000	400,000
Middlesex	- -	- -	30,000
Monmouth	10,000	250,000	250,000
Ocean	200,000	600,000	750,000
Salem	5,000	12,000	30,000
	<hr/>	<hr/>	<hr/>
	\$ 300,000	\$3,039,000	\$2,890,000

\$6,229,000



State

\$300,000

70,000 L. P. R.

\$230,000 OEP or State

Counties

\$3,039,000

929,000 B. P. R.

\$2,110,000 OEP or State

Municipal

\$2,890,000

OEP or State

Status March 13, 1962 - 9 a.m.

Monmouth County

Keyport to Manasquan

-

Street cleanup will be complete by Saturday of this week. Bradley Beach, Avon, Manasquan finished; others will be completed by Saturday.

Ocean County

Point Pleasant to Seashide Park

-

Street cleanup by Saturday of this week.

Island Beach Park

-

Enter 8/19 finish 1 week (in rebuilding)

Long Beach Island

-

Cleanup to take four weeks more. Main road open from Barnegat Light to one-quarter mile of coast guard station. Side Roads open to beach: 50 per cent.

Atlantic County

Atlantic City

-

Cleanup by March 23rd.

Margate City

-

Cleanup to take four weeks.

Longport

-

Cleanup to take four weeks.

Brigantine

-

Cleanup by March 27th.

Cape May County

Ocean City

-

South of 36th Street to take four weeks

Strathmere

-

3 weeks

Upper Township

-

3 weeks

Sea Isle City

-

6 weeks

Avalon

-

4 weeks

Stone Harbor to Wildwood Crest

-

Complete end of this week.

Cape May - Cape May Point

-

Complete by March 24th.



Governor Richard J. Hughes speaks to the Disaster Conference representing Federal, State, County and Municipal officials.





Director O'Connor, Office of Emergency Planning, details what his agency could do to aid the State, County and Municipalities at the Governor's Disaster Conference in Atlantic City on March 15.





.. portion of the 400 or more persons who attended Governor Hughes' conference on storm damage on March 14th at the Claridge Hotel in Atlantic City. State Highway Department photos of the shoreline from Sandy Hook to Cape May extended for more than 300 feet and were a principal source of interest.





State Highway Department men and equipment were rushed into the disaster area as soon as flood tides permitted to clean up debris and made more roads passable. Above a front-end loader and truck remove sand from a street in Avalon.



State Highway men and equipment operating in Ocean City, Cape May County. In all, the Department operated a peak total of 322 pieces of equipment and a work force of 450 men in cleaning up operations.



Part of the 300 feet of disaster aerial photographs placed in the State House on March 19th by the State Highway Department. This was the same display which attracted great attention at the Claridge Hotel in Atlantic City.



Mr. John Pritchard of the U.S. Department of Agriculture interprets the explanation of State Highway Engineer Otto H. Fritzsche concerning comparative economic studies on various alignments on Interstate Route 78 in Essex County while Congolese visitors and members of the League of Women Voters look on.

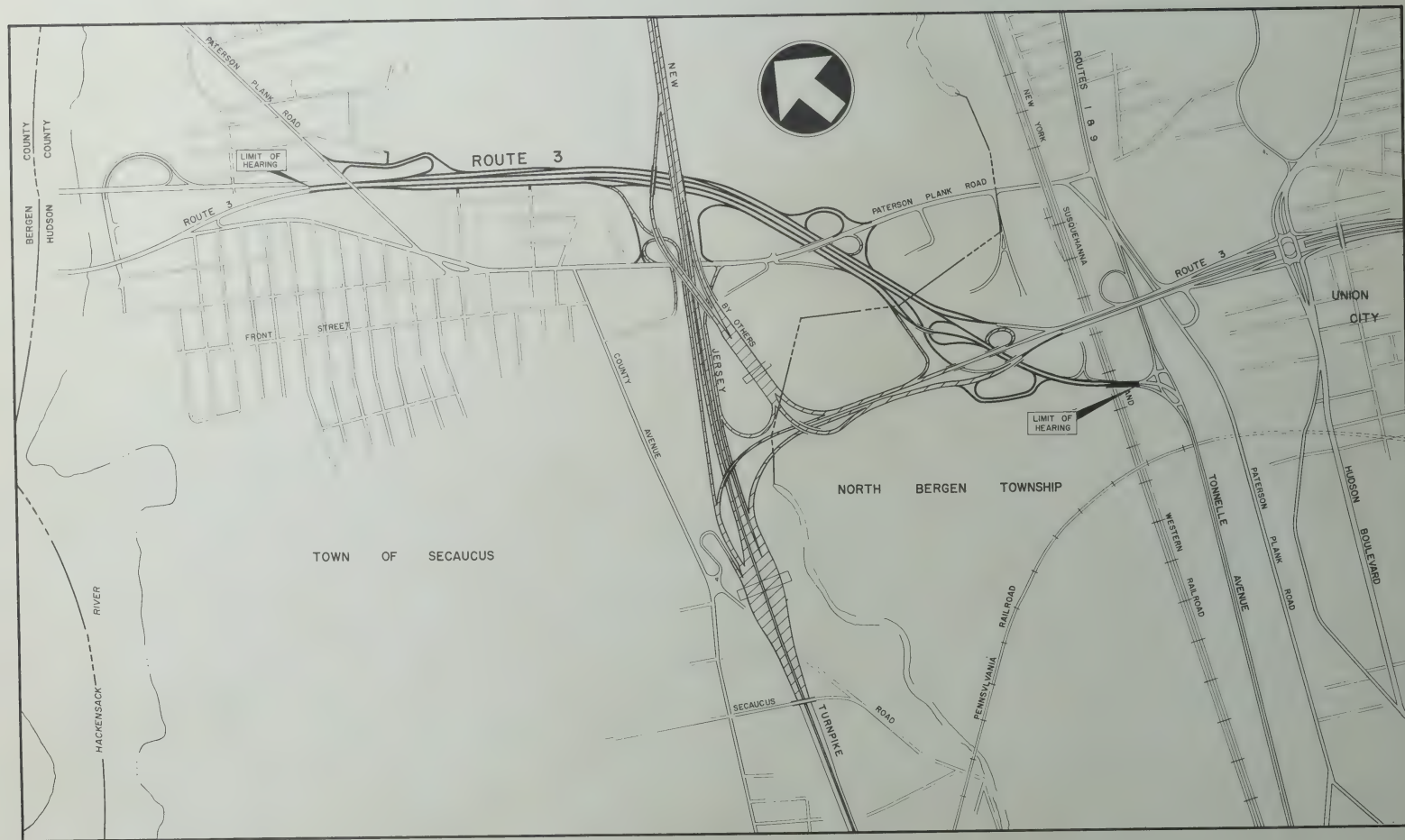


Commissioner Palmer and Mrs. DeVries, State President, League of Women Voters, with Congolese delegates. In the background is a map of Africa which provoked much interest and surprise.



Congolese representatives visit a display of scale models depicting studies of highway alignments. These visual aids were of great interest and considerable time was devoted to the use to which models were put.





BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE MONDAY P.M.'s

1962

ROUTE 3 - PUBLIC HEARING
Secaucus-North Bergen Twp.
Hudson County

Trenton, Mar. 19 - The New Jersey State Highway Department today scheduled a public hearing April 5 to explain its plans for increasing the safety and capacity of Route 3 in Secaucus and North Bergen Township, Hudson County.

The Department's proposed plans call for building an additional two-lane roadway along each side of existing four and six-lane Route 3 between Paterson Plank Road, near 7th Street, in Secaucus, and the Route 3-Tonnelle Avenue junction in North Bergen Township.

By adding the two marginal roads, a Department spokesman said, the heavily traveled highway's capacity will be increased by four lanes, and these four lanes will provide safer access to roadside properties and interchange ramps. The proposed project would join the Route 3 Hackensack River Bridge construction now underway.

The Department's proposal also calls for revising interchanges within the 1.7 mile project area.

The highway plans have been coordinated with a proposed New Jersey Turnpike project with the common objective of eliminating hazardous conditions and congestion in the vicinity of the major highway crossing.

The public hearing will start 10 a.m. Thursday, April 5, in the Huber Street school in Secaucus.

(more)

1962
ROUTE 3 - PUBLIC HEARING
Secaucus-North Bergen Twp.
Hudson County

Starting at the western end of the future project, at the Paterson Plank Road-Route 3 interchange near 7th Street, the existing exit and entrance ramps would be extended eastward and connected to the proposed westbound marginal road.

Farther along, on the west side of the Turnpike, the Department has designed a ramp to lead traffic from the proposed eastbound Route 3 marginal road to Paterson Plank Road and Turnpike south.

Moving to the east side of the Turnpike, another ramp has been designed to lead westbound Paterson Plank Road traffic to the new eastbound Route 3 marginal road.

Where Paterson Plank Road crosses Route 3, also east of the Turnpike, a set of interchange ramps would be provided to eliminate the present hazardous left-turn movements.

Near the eastern end of the proposed project both marginal roads would merge with the existing Route 3 eastbound and westbound roadway, and ramps would be constructed there to provide connections between the highway and Turnpike.

A cross-section sketch of the future construction shows the marginal roads would be separated from the existing highway by median strips about ten feet wide. Each new road would be 26 feet wide and hold two lanes. The present highway has two 36-foot wide roadways.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962
ROUTE 208 - BIDS
Fair Lawn, Bergen County.

Trenton, March 15 - Lowest bid submitted today on a New Jersey State Highway Department contract for dualizing Route 208 in Bergen County was \$864,435.18 submitted by Samuel Braen's Sons, of Hawthorne.

In addition to building a mile-long section of eastbound roadway between Route 4 and Plaza Road in Fair Lawn, the contract also calls for building an overpass interchange at Morlot Avenue, constructing a two-way interchange ramp at Plaza Road and relocating the Berdan Avenue ramps.

As a joint Federal-State project, all costs will be shared equally by the two governments. Highway engineers have set a 175 working day schedule for the job. All bids will be reviewed before the contract is awarded.

Other bidders were: Mal-Bros Contracting Co., West Caldwell, \$865,955.93; Sappah Construction Co., Montvale, \$867,494.12; Conduit & Foundation Corp., Philadelphia, \$889,714.70; Franklin Contracting Co., Little Falls, \$910,680.81; P. Michelotti & Son, Saddle Brook, \$937,557.29.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962

U.S. 206 - BIDS

Newton, Sussex County

Trenton, Mar. 15 - The Sappah Construction Co., of Montvale, today submitted the low bid of \$48,308.75 on a New Jersey State Highway Department contract for reconstructing 1,100 feet of Route 206 (Main Street) in Newton, Sussex County.

The new project will provide a 30-foot wide bituminous concrete roadway from Ryerson Avenue north to Elm Street. Construction will be similar to that completed in 1960 from Ryerson Avenue south to Lawnwood Avenue.

A Department spokesman added that special attention was given in the plans to the location of replacement sidewalks so that trees lining the highway would be preserved.

Costs of the 40-working day project will be paid by the state. All bids will be reviewed before the contract is awarded.

Other bidder was: McConachy Construction Co., Blairstown, \$49,416.69.

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1942
1941 - 1940
1940 - 1939
1939 - 1938

1942 - 1941

1942 - 1941 - The 1942-1941 period is the most important in the history of the United States, and it is the period in which the United States has made the greatest contribution to the world's peace and prosperity.

1941 - 1940 - The 1941-1940 period is the most important in the history of the United States, and it is the period in which the United States has made the greatest contribution to the world's peace and prosperity.

1940 - 1939 - The 1940-1939 period is the most important in the history of the United States, and it is the period in which the United States has made the greatest contribution to the world's peace and prosperity.

1939 - 1938 - The 1939-1938 period is the most important in the history of the United States, and it is the period in which the United States has made the greatest contribution to the world's peace and prosperity.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE MONDAY P.M.

1962

SNOW FENCE PLANTING - ADV.
Camden-Gloucester Counties

Trenton, Mar. 12 - The New Jersey State Highway Department today announced it will receive bids March 29 on a contract for planting shrubbery snow fences along two major highways in Camden and Gloucester Counties.

The plantings are designed to prevent snow from drifting across exposed portions of the highway, reduce costs by eliminating the annual expense of installing wooden fences, and add to the scenic value of the highways.

Nine miles of shrubbery will be planted along the combined Routes 80S and 42 freeways from Route 130 in Camden County southward to Route 42 (the Black Horse Pike) in Washington Township, Gloucester County.

Another living snow fence, 3.5 miles long, will be planted eastward along Interstate Route 295 between the interchange in Mt. Ephraim to Copley Road just east of Route 30 (the White Horse Pike).

Groups of shrubs, small flowering trees and pines will be planted at strategic sites in the center islands and along the sides of highways.

The Department has scheduled 30 working days for the 100 per cent State financed project. All bids will be reviewed before the contract is awarded.

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[illegible]

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1962

BRIDGE PAINTING - ADV.

Trenton, Mar. 8 - The New Jersey State Highway Department today advertised for bids March 29 on painting 36 bridges in the State highway system.

The projects include bridges in Salem, Gloucester, Mercer, Essex, Union and Hudson Counties.

The contracts will provide for painting steel girders, bearings, railings, lamp posts, stairs and all other metal surfaces that require protective coatings.

In Salem and Gloucester Counties, 13 bridges on Route 130 and Interstate Route 295 will be painted.

Four bridges on Route 1 in Trenton, Mercer County, will come under another contract.

Five bridges on Route 58 in Newark, Essex County, also will be painted under a single contract.

In Union County, 13 Garden State Parkway Bridges (State-owned) will be covered by another contract.

In Hudson County the Route 1 & 9 (Truck) bridge over the Hackensack River will be repainted under a fifth contract.

(more)

THE HISTORY OF THE UNITED STATES

OF THE UNITED STATES OF AMERICA

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1962

BRIDGE PAINTING -- ADV.

A Highway Department spokesman said that steelwork on the State's 2,095 bridges normally is repainted every six years except in industrial and seashore areas where corrosive elements in the atmosphere require it to be done at more frequent intervals.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1962

RAIL PAINTING - ADV
Northern Counties

Trenton, Mar. 8 - The New Jersey State Highway Department today called for bids March 29 on a contract covering an experimental project aimed at cutting maintenance costs.

The contract calls for painting some 15 miles of steel guard rail along the sides of state highways in Bergen, Essex, Hudson and Passaic Counties.

According to a Highway Department spokesman, when a maintenance operation has a prospect of being done at the same, or lower cost, by a contractor, the job is considered for competitive bids. This procedure has been tried successfully in white line painting, bridge painting and weed control maintenance operations.

Contractors will be asked to bid on three different methods of painting the guard rails so that the lowest price can be obtained; the brush method, the spray method and a combination of the two.

The Department has scheduled 49 working days for completing the job. All bids on the State financed project will be reviewed before the contract is awarded.

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1950

The first of these is the fact that the number of people who are employed in the service of the government has increased steadily since 1945. This is due to a number of factors, including the fact that the government has been able to attract more people to the service, and the fact that the government has been able to retain more people in the service.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s
MARCH 8

1962
LINE PAINTING - ADV.
ALL COUNTIES

Trenton, Mar. 8 - The New Jersey State Highway Department today announced plans to repaint 3,350 miles of white lines along its State Highway System.

The Department advertised for bids March 29 on separate contracts for north and south Jersey. The dividing line between the two contract areas generally follows Route 33 from Trenton to Asbury Park.

Counties covered by the northern contract are Passaic, Bergen, Warren, Morris, Essex, Hudson, Union, Hunterdon, Somerset, Mercer, Middlesex and Monmouth. A total of 1,630 miles of white lines will be painted within 35 working days with work starting July 16.

Counties in the southern contract area are Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean, Salem and parts of Mercer, Middlesex and Monmouth. The contract will call for 1,720 miles of white lines to be painted in 35 working days with work starting September 10.

The contracts call for painting lines along the inner and outer edges of the highway using white paint and glass reflecting beads. The combination greatly increases visibility at night and during fog periods. The reflective lines also reduce the accident factor by keeping vehicles within the driving lanes.

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FOR RELEASE TUESDAY P.M.'s

1962

BRIDGETON-PORT NORRIS ROAD
Cumberland County
Federal Aid Secondary - ADV.

Trenton, Mar. 6 - The New Jersey State Highway Department today advertised for bids March 27 on a contract for improving the Bridgeton-Port Norris Road alongside Cedar Lake in Lawrence Township, Cumberland County.

Between Franklin Street and Milford Avenue the existing concrete highway will be widened three feet on both sides to provide a 40-foot roadway with two 12-foot traffic lanes and outer shoulders eight feet wide. New sidewalks will border both sides of the widened road.

The contract also provides for reconstruction of the old breakwater wall along the lake to reduce storm flooding conditions.

The plan is to knock the above-ground portion of the existing wall into the lake, and add gravel fill to form a slope from the remaining underground portion of the wall into the lake.

A new 15-inch high breakwater wall, to be topped by a two-foot aluminium chain link fence, will then be constructed alongside the top of the existing wall.

Costs for the improvements, estimated to require 60 working days, will be paid by Cumberland County and the Federal Government.

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IMMEDIATE RELEASE

1962

ROUTE 1 - BIDS

Woodbridge Avenue Interchange

Edison Twp., Middlesex Co.

Trenton, Mar. 1 - Lowest of 7 bids received today by the New Jersey State Highway Department on a contract for constructing the Route 1-Woodbridge Avenue interchange in Middlesex County was \$1,130,038.40 submitted by Hess Brothers Inc., of Parlin.

The contract also calls for improving a 1.3 mile section of Route 1 extending from the south end of the Raritan River bridge in New Brunswick north to Plainfield Avenue in Edison Township.

According to a Highway Department spokesman the work is part of the Department's overall program to improve Route 1 from Trenton to Newark. Modernization work has progressed from Trenton about 21 miles north to the Route 130 circle in North Brunswick at a cost of \$6.4 million.

New Jersey and the Federal Government will share expenses for the work, which is expected to be finished next December. All bids for the contract will be reviewed before it is awarded.

Other bidders were: Halecrest Co., Metuchen, \$1,141,085.36; C. H. Winans Co., Roselle, \$1,223,254.48; S. J. Groves & Sons, Woodbridge, \$1,219,230.20; F. A. Camuso & Sons, Philadelphia, \$1,251,444.78; Mal-Bros Contracting Co., West Caldwell, \$1,259,198.53; Franklin Contracting Co., Little Falls, \$1,220,504.85.

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IMMEDIATE RELEASE

1962

SURFACE MAINTENANCE

Trenton, Mar. 1 - The New Jersey Highway Department has planned that "potholes" and similar breaks in pavement surfaces caused by the spring thaw and unusually wet conditions will be eliminated on the State Highway System the latter part of this month.

Because of the recurrent cycles of freeze and thaw the Department has been prevented from performing effective maintenance in some areas.

Most of the difficulty is confined to highways which were last resurfaced 10 to 20 years ago, the spokesman said. He noted that prolonged wet periods, coupled with alternating high and low temperatures, are "extremely detrimental" to the more porous highway surfacing material used in those days.

After the final spring thaw, expected this month, the Department will require only a few days of good weather to correct all deficiencies through the use of high-quality "hot mix" bituminous resurfacing compound, the spokesman added.

In the meantime, he said, the Department's maintenance forces are constantly patrolling the State System and correcting the most serious pavement breaks with a "cold mix" bituminous compound which can be applied in wet weather. The Department is also experimenting with a new type of surfacing material which is expected to serve equally well in winter and summer.

(more)

THE UNITED STATES DEPARTMENT OF THE INTERIOR



OFFICE OF THE
SOLICITOR GENERAL

WASHINGTON, D. C.

IN REPLY TO YOUR LETTER OF THE 10TH INSTANT, REFERRED TO THE
ATTORNEY GENERAL, AND IN REPLY TO YOUR LETTER OF THE 15TH INSTANT,
RECEIVED AT THE DEPARTMENT OF THE INTERIOR, WASHINGTON, D. C.,
JANUARY 15, 1900.

THE ATTORNEY GENERAL HAS BEEN ADVISED BY THE DEPARTMENT OF THE
INTERIOR THAT THE LANDS IN QUESTION ARE NOT AVAILABLE FOR
SETTLEMENT UNDER THE ACT OF MARCH 3, 1879.

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1962
SURFACE MAINTENANCE

The bulk of the most heavily traveled State highways have been resurfaced within the past eight years, the spokesman said, and are standing up well to the prolonged period of intermittent thaw. He said the Department should catch up to the overall deficiency incurred through curtailment of construction activity during World War II in a few more years.

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IMMEDIATE RELEASE

1962

ROUTE U.S. 46 - BIDS
Caldwell Twp.
Essex County

Trenton, Mar. 1. - Union Building and Construction Corp., of Passaic, today submitted the low bid of \$165,117.75 on a New Jersey State Highway Department contract for modernizing Route 46 intersections with Clinton Road and Plymouth Street in Caldwell Township, Essex County.

Highway Department plans call for constructing jughandle turn roads along both sides of Route 46 to bring Clinton Road and Plymouth Street traffic to a single opening in the main highway's center island. A traffic signal there will protect cross-highway traffic movements.

The Department has scheduled 75 working days for the Caldwell Township project, with its costs being shared by the Federal Government and New Jersey. All bids will be reviewed before the contract is awarded.

Other bidders were: Sappah Construction Co., Montvale, \$171,381.20; Samuel Braen's Sons, Hawthorne, \$182,388.97; P. Michelotti & Sons, Saddle Brook, \$185,759.33; C. F. Malanka & Sons, Union City, \$198,296.95; Tri-County Asphalt Corp., Roseland, \$169,373.60; Franklin Contracting Co., Little Falls, \$180,100.20; Dosch-King Co., Whippany, \$224,748.05.

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IMMEDIATE RELEASE

1962

FRANKLIN BOULEVARD - BIDS
Franklin Twp., Somerset Co.
Federal Aid Secondary

Trenton, Feb. 21 - The Jannarone Engineering Co., of Matawan, today submitted the low bid of \$157,147.30 on a contract for reconstructing another section of Franklin Boulevard in Franklin Township, Somerset County.

Two completed projects, totaling \$150,000, have provided a 40-foot wide highway consisting of two 12-foot wide traffic lanes and eight-foot shoulders, all bituminous concrete surfaced. The new 0.8 mile long project calls for similar improvements from Belmar Street to Hamilton Street, and a traffic signal at Hamilton Street.

The plans also call for a new concrete sidewalk for the safety and convenience of school children. Cost of the construction will be shared by Somerset County and the Federal Government. No decision on the award of contract will be made until all bids have been reviewed by State Highway engineers.

Other bidders were: C. Dellaprietro, Hopelawn, \$166,913.30; P. Michelotti & Sons, Inc., Saddle Brook, \$175,309.93; Kingston Bituminous Products Co., Kingston, \$172,000.00; D & L Contracting Co., Rahway, \$174,205.87; Hess Brothers Inc., Parlin, \$197,961.96; Pardun Contracting Co., North Brunswick, \$177,500.00; C. H. Winans Co., Roselle, \$171,972.58; A. Bocchino Inc., Bernardsville, \$174,952.11.

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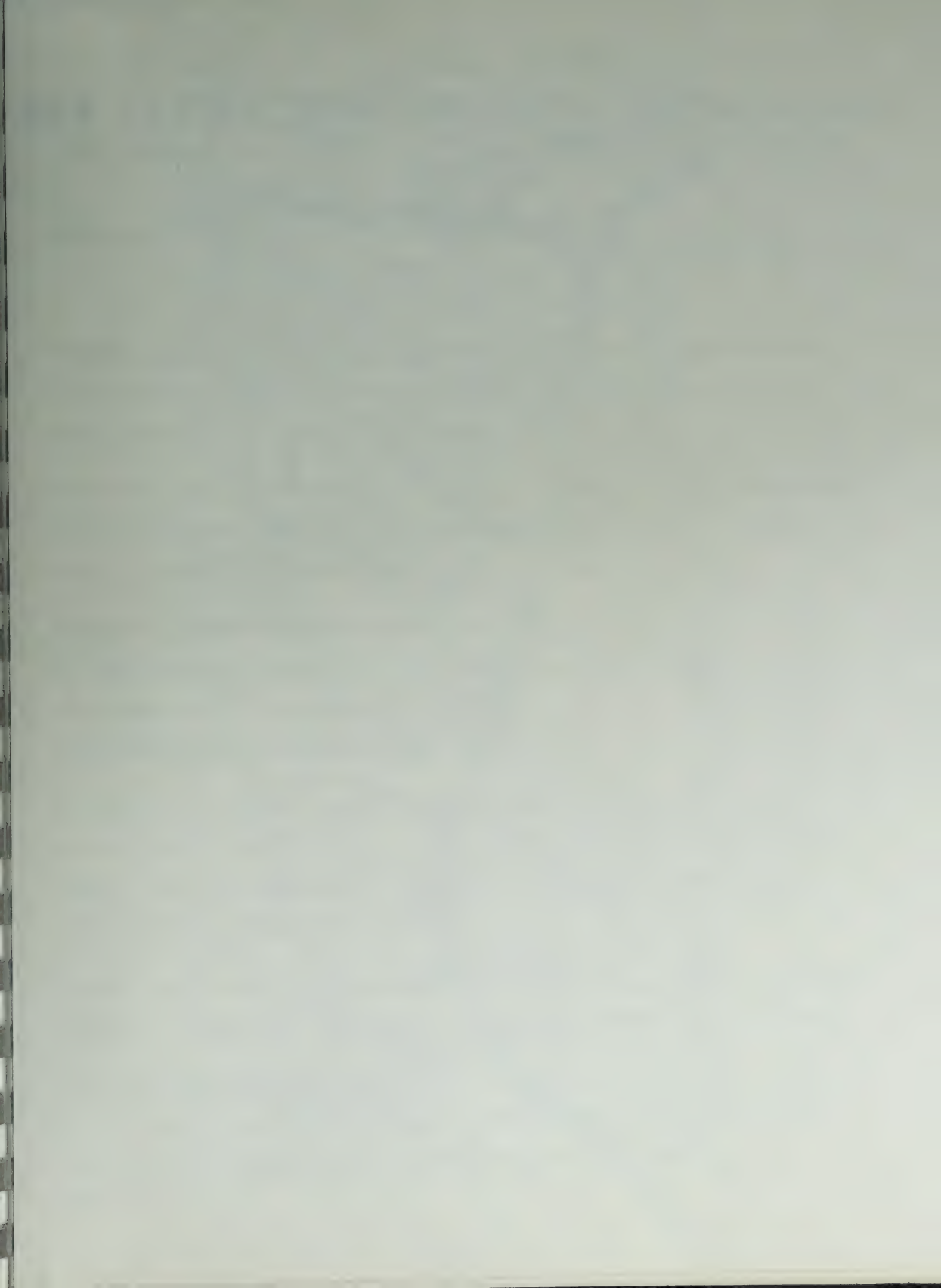
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RELEASE TUES. P.M.

1962
INTERSTATE ROUTE 80 - ADV.
Bergen County.

Trenton, Feb. 20 - The New Jersey State Highway Department today advertised for bids March 27 on another contract for construction of Interstate Route 80, in Bogota, Ridgefield Park and Teaneck in Bergen County.

The contract calls for excavating nearly a mile of roadbed for future construction of the superhighway eastward from the new Hackensack River bridge to a point about 300 feet east of Teaneck Road.

East of that point, another 1,700 feet of lowlands will be filled with some of the earth excavated from the high land in Bogota and Ridgefield Park. The rest of the rock and dirt will be placed on a mile-long sand drain blanket extending south between Teaneck Road and Teaneck Creek.

The 1,700-foot long area, a Department spokesman noted, formerly had been a sanitary landfill site which had to be dug out and refilled with material firm enough to hold highway embankments and roadways. The excavating and refilling job, completed last April, cost \$837,000.

The new contract is the seventeenth to be assigned to those portions of Interstate Routes 80 and 95 that make up the Bergen-Passaic Expressway in the two counties.

Interstate Route 95 forms the eastern end of the Expressway, extending from the bridge to Teaneck Road, about four miles. Interstate Route 80 constitutes the rest of the Expressway, extending west from Teaneck Road through Wayne Township, about 15 miles.

(more)

1962
INTERSTATE ROUTE 80 - ADV.
Bergen County.

According to Department estimates, the Expressway between the George Washington Bridge and Paterson will cost more than \$100 million. Up to now Interstate 80 work has cost about \$32.8 million, and Interstate 95 about \$35 million.

The Department's construction plans call for digging a trench nearly 300 feet wide from the Hackensack River Bridge, now under construction, east for nearly a mile past Teaneck Road, and putting up bridges to carry Second Street, Queen Anne Road, Park Avenue and Teaneck Road over Interstate 80.

Second Street will be about 22 feet above the future highway, Queen Anne Road about 19 feet, Park Avenue approximately 20 feet, and Teaneck Road about 30 feet.

Because North Avenue, between Second and Sixth Streets, will be absorbed by the freeway, this four-block section will be reconstructed along the south edge of the highway, and lined up with an eastbound exit ramp from the Interstate Route 80 bridge to Second Street. Motorists coming down the ramp can turn north or south on Second Street, or continue straight ahead on the new one-way North Avenue to Sixth Street.

On the north side of the future highway the block-long section of North Avenue between Second Street and Railroad Avenue will take local traffic to a westbound Route 80 entrance ramp leading to the bridge.

Under a separate future contract, four bituminous concrete roadways will be placed in the roadbed excavated under this contract. Westbound and eastbound traffic each will have a three-lane local roadway and a two-lane express roadway. All traffic lanes will be 12 feet wide.

(more)

1962INTERSTATE ROUTE 80 - ADV.
Bergen County.

Separating both sets of roadways will be a concrete center barrier nearly three feet high, and in between each roadway will be a shoulder and a concrete island. Along the outer edges of the entire highway will be hard surfaced shoulders 12 feet wide.

The main highway generally will be about 165 feet wide. Near the Hackensack River Bridge, exit and entrance ramps will add another 45 feet to each side. East of Teaneck Road, where an interchange with Route 95 is being planned, the paved width of the highway will come close to 350 feet, and have 15 traffic lanes in seven roadways.

Interstate Route 80 is one of ten Interstate Routes in New Jersey to be constructed as part of the National System of Defense and Interstate highways. Ninety per cent of interstate highway costs are paid by the Federal Government and the remaining ten per cent by New Jersey.

The Highway Department has set a schedule of 275 working days for the project. All bids for the contract will be reviewed before the contract is awarded.

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1962
 INTERSTATE ROUTE 80 - ADV.
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The main highway generally will be about 165 feet wide. Near the Hackensack River Bridge, exit and entrance ramps will add another 15 feet to each side. East of Tennek Road, where an interchange with Route 92 is being planned, the paved width of the highway will come close to 350 feet, and have 15 traffic lanes in seven roadways.

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